

Message Text

SECRET

PAGE 01 STATE 024230
ORIGIN SS-25

INFO OCT-01 AS-01 ISO-00 SSO-00 /027 R

DRAFTED BY INR/DDC:RHZORN,II:SP
APPROVED BY INR/DDC - MR. BROWN
EUR - MR. ARMITAGE (DRAFT)
PM/ISO - JOHN KIMBALL
JRC - COL. SHEPHERD (DRAFT)
S/S - MR. REDDY
PM/ISO - JOHN KIMBALL

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S/S - MR. REDDY

-----030233Z 031329 /62

P 030114Z FEB 77

FM SECSTATE WASHDC

TO AMEMBASSY STOCKHOLM PRIORITY

INFO AMEMBASSY LONDON PRIORITY

AMEMBASSY MOSCOW PRIORITY

USCINCEUR VAINGEN GE PRIORITY

CINCSAC OFFUTT AFB NE PRIORITY

STRATRECON OFFUTT AFB NE PRIORITY

S E C R E T STATE 024230

EXDIS - MILITARY ADDEES HANDLE AS SPECAT EXCLUSIVE

E.O. 11652: XGDS-2

TAGS: PINR, UR, SW

SUBJECT: REPLY TO LUFTFARTSVERKET LETTER OF DECEMBER 28

REF.: (A) STOCKHOLM 100; (B) USDAO STOCKHOLM 241005Z
SEPT. 76 (NOTAL) (C) STOCKHOLM 331

1. YOU MAY USE THE FOLLOWING IN RESPONDING TO LUFTFARTS-
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VERKET'S LETTER (REF. A) EITHER DIRECTLY OR THROUGH THE
FOREIGN MINISTRY. -

2. U.S. RECONNAISSANCE AIRCRAFT OPERATE WITH HIGH SAFETY
STANDARDS UNDER THE RULES ESTABLISHED BY ICAO. THE
MILITARY COMMANDS RESPONSIBLE FOR OUR RECONNAISSANCE
OPERATIONS IN THE BALTIC ARE REVIEWING THEIR OPERATING

AND SAFETY PROCEDURES TO IDENTIFY WAYS IN WHICH THESE MIGHT BE IMPROVED AND UPDATED. PLEASE INFORM SWEDISH AUTHORITIES THAT ALL U.S. RECONNAISSANCE AIRCRAFT MONITOR MALMO AND STOCKHOLM AIR TRAFFIC CONTROL RADIO BROADCASTS WHEN INSIDE OR VERY NEAR THEIR RESPECTIVE FIRS AND THAT OUR AIRCRAFT ARE AUTHORIZED TO BREAK RADIO SILENCE AND TAKE WHATEVER ACTION IS NECESSARY TO RESPOND TO EMERGENCIES.

3. PLEASE NOTE THAT ACCORDING TO THE INFORMATION AVAILABLE TO US (FYI WE ARE USING REF. B SINCE THERE ARE NO REPORTS ON MATTER FROM USAF AIRCREW END FYI) THE RC-135 CROSSED CORRIDOR G-24 APPROXIMATELY 11 KM AHEAD OF THE JAL FLIGHT AND HAD A CLOSEST POINT OF APPROACH(CPA)OF ONE AND A HALF KILOMETERS TO THE FINNAIR FLIGHT ON SEPTEMBER 20. THESE DO NOT CONTRAVENE ICAO RULES. THE QUESTIONS OF WHETHER THE LATTER CPA CONSTITUTES A HAZARD AND TO WHAT DEGREE DEPEND ON THE CIRCUMSTANCES AND ARE SUBJECT TO INTERPRETATION. THE FORMER CPA, ON THE OTHER HAND, CLEARLY DOES NOT CONSTITUTE A HAZARD.

4. YOU MIGHT ALSO ATTEMPT TO HEAD OFF FURTHER SWEDISH ACTION ON THE PURPORTED SECOND INCIDENT ON JANUARY 5 (REF C) BY NOTING THAT THE AIRCREW OF THE RC-135 REPORTED THAT, EXCEPT FOR THE INCIDENT WHICH OCCURRED AT ABOUT 10:10 A.M., THEY APPROACHED NO CLOSER THAN 5 NM TO ANY OTHER AIRCRAFT DURING THEIR MISSION ON JANUARY 5.

5. PLEASE ASSURE SWEDISH AUTHORITIES THAT THE USG IS SENSITIVE TO THE COMPLEX PROBLEMS POSED BY THE CROWDED
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TRAFFIC CONDITIONS IN BALTIC AIR CORRIDORS AND IS TAKING STEPS TO INSURE THAT U.S. RECONNAISSANCE MISSIONS DO NOT EXACERBATE THESE PROBLEMS.
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Message Attributes

Automatic Decaptioning: Z
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: STANDARDS, AIR SAFETY, DIPLOMATIC COMMUNICATIONS, OBSERVATION AIRCRAFT, ALLEGATIONS, AIRCRAFT ACCIDENTS
Control Number: n/a
Copy: SINGLE
Sent Date: 03-Feb-1977 12:00:00 am
Decaption Date: 22 May 2009
Decaption Note: 25 YEAR REVIEW
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
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ISecure: 1
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